

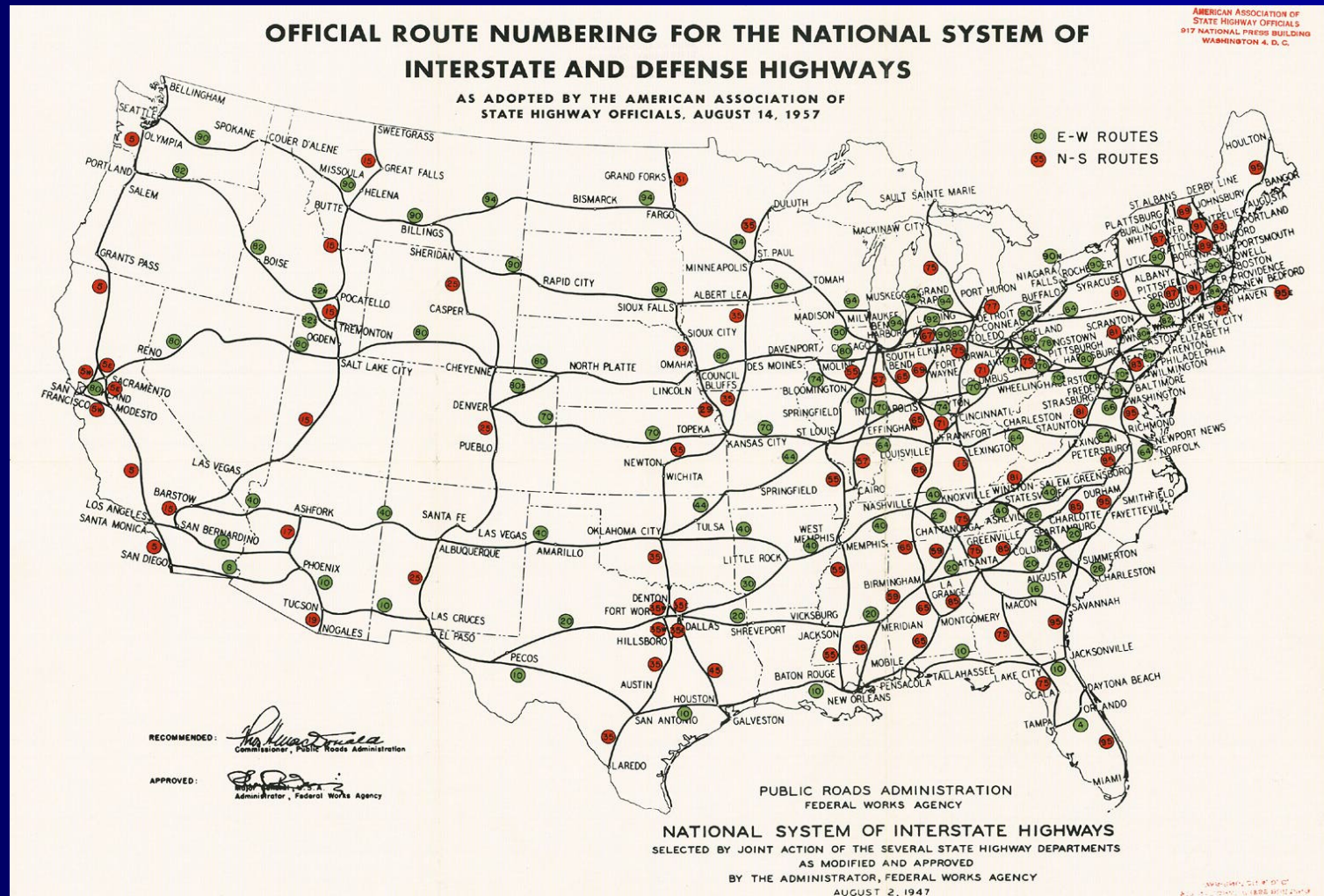
A National Strategic Transportation Plan



U.S. Rep. John L. Mica
Ranking Republican
Committee on Transportation and Infrastructure
U.S. House of Representatives

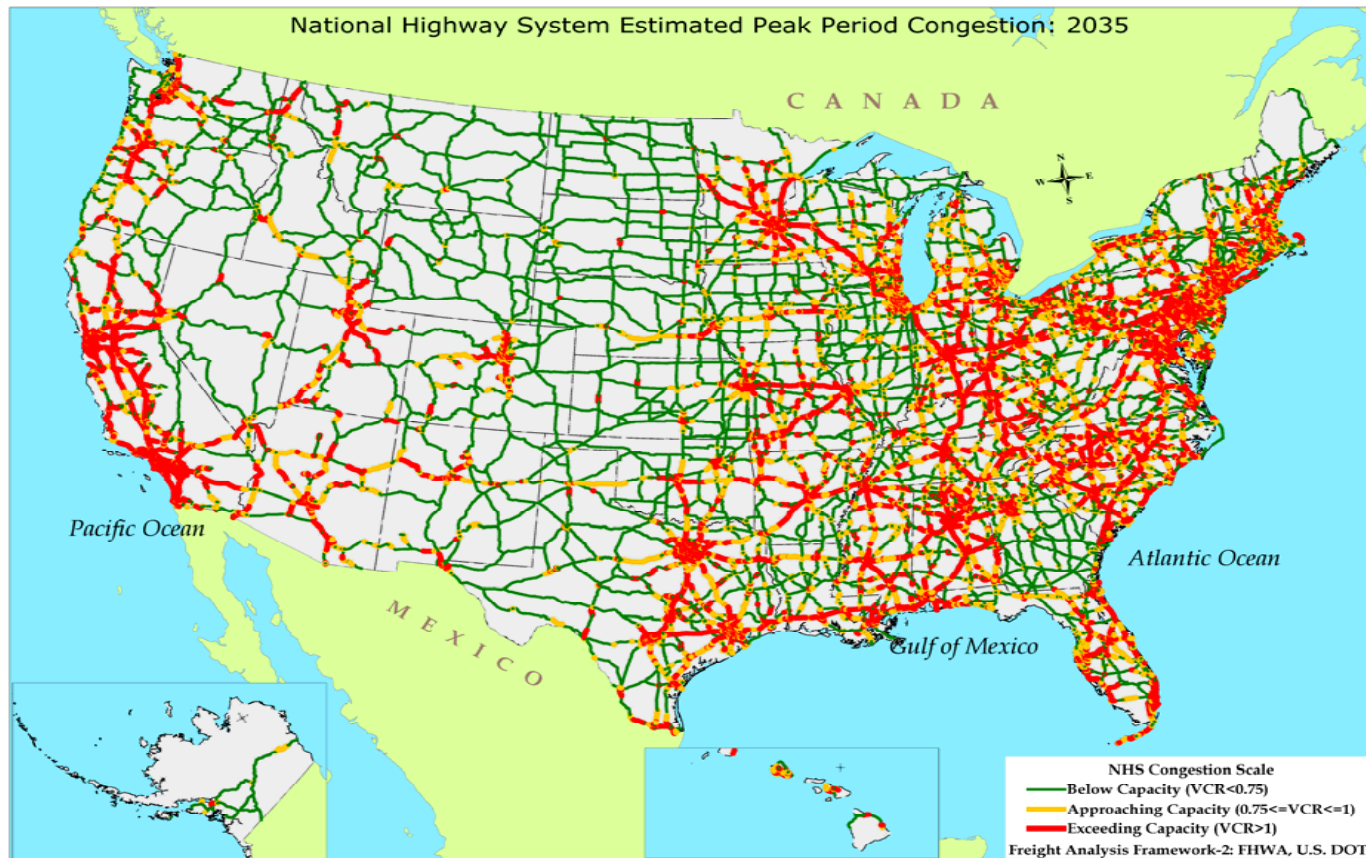
The U.S. Lacks a National Transportation Strategy

The U.S. has not had a strategic plan for our transportation system since President Eisenhower set out to create the interstate highway system in the 1950's.



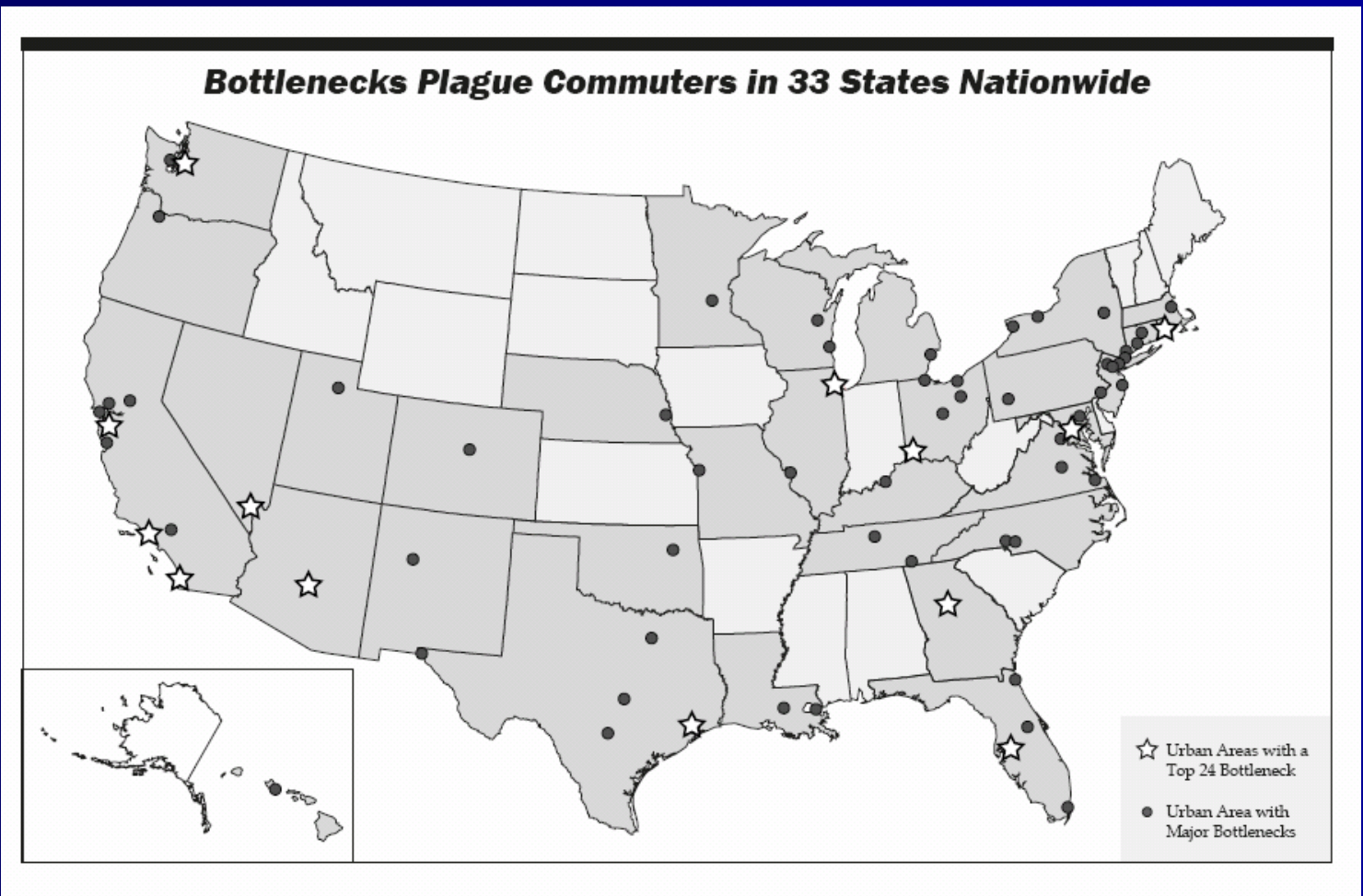
A Transportation System not Keeping Pace With Demand

- Traffic congestion costs the economy \$78 billion every year.



A Transportation System not keeping pace with Demand

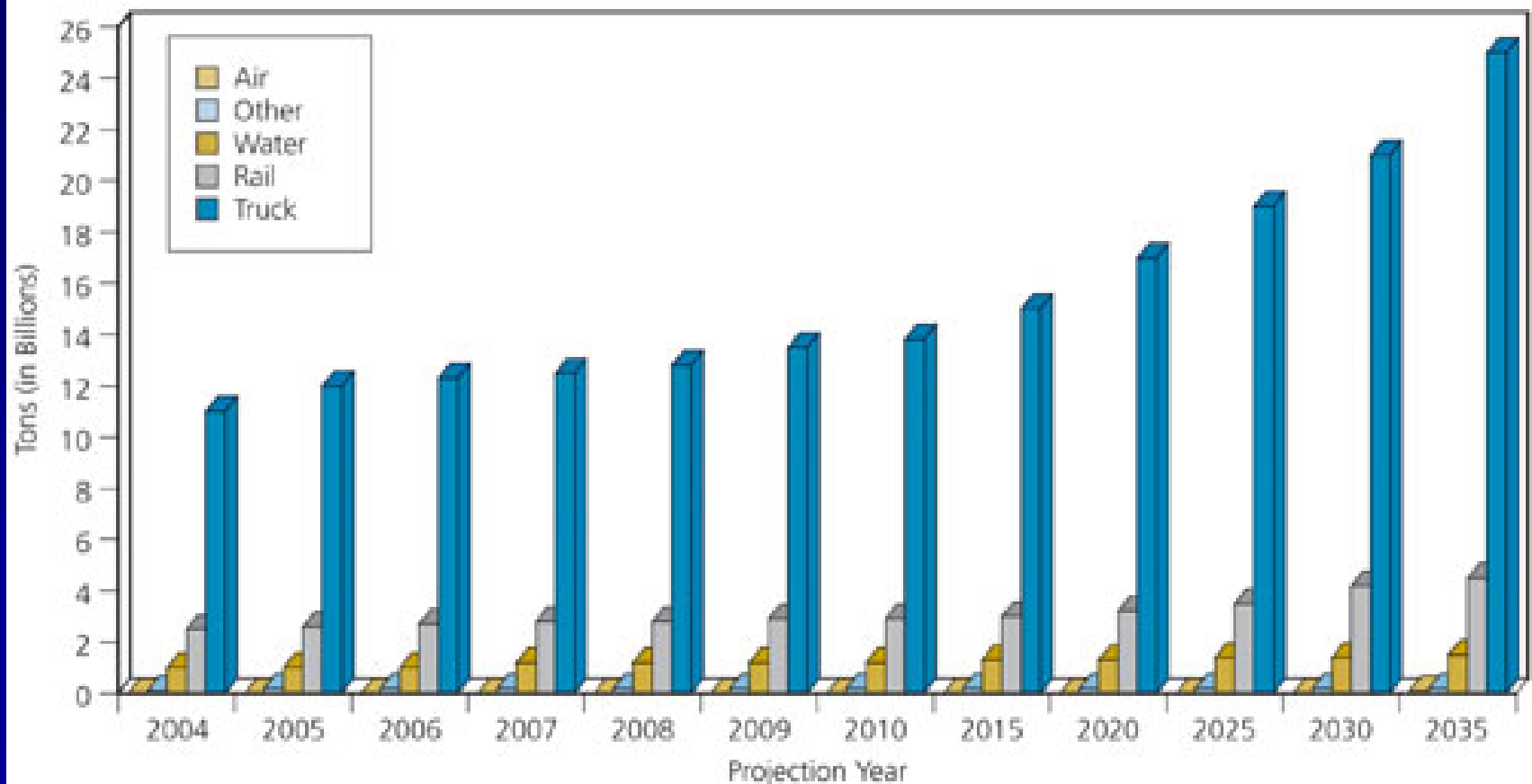
There are 233 bottlenecks in 33 states and the District of Columbia where drivers experience at least 700,000 hours of congestion related delay annually.



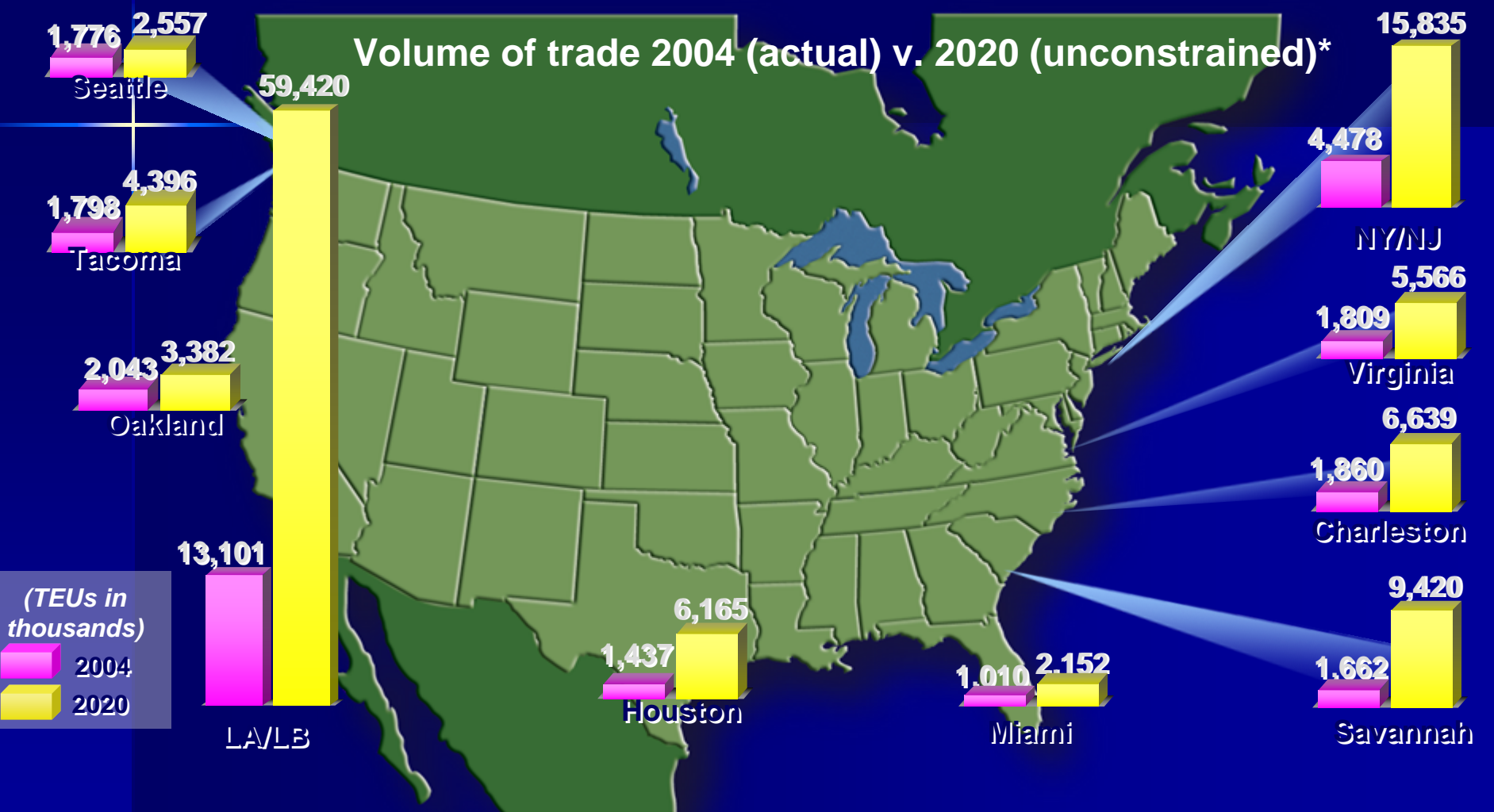
A Transportation System not Keeping Pace With Demand

- Total freight transportation demand will increase by 92 percent by 2035.

Projected Freight Ton Growth by Mode, 2004–2035



A Transportation System not Keeping Pace With Demand



* Forecast figures are based on an unconstrained 10-year linear regression, and do not reflect the expected capacity of each port in 2020.

A Transportation System not Keeping Pace With Demand

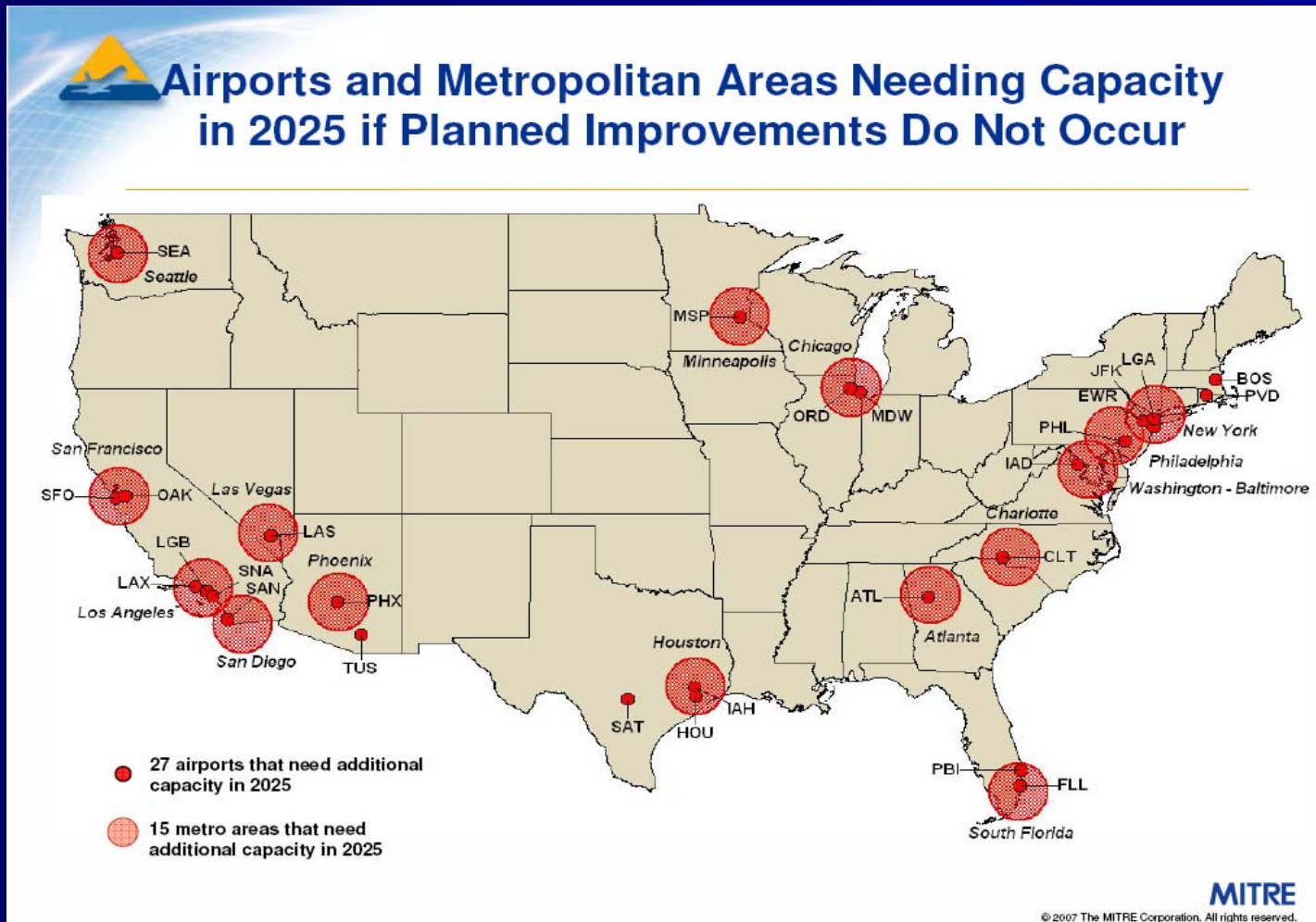
- Aviation congestion costs the U.S. economy \$9.4 billion per year due to passenger delays and that cost could reach \$20 billion by 2025.



Source: FAA

A Transportation System not Keeping Pace With Demand

- By 2025, without planned improvements, as many as 27 airports and roughly 15 metropolitan areas will be capacity constrained.



Existing Long-Range Transportation Planning Requirements

- Only addresses highway and transit needs.
- Lacks clear objectives and strategic goals.
- Yields dramatically different documents from state to state.
- Does NOT facilitate the creation of a National long-range transportation plan.

National Strategic Transportation Plan Proposal

- Use the existing 20-year state highway and transit transportation planning requirements as a base to create a multimodal National Strategic Transportation Plan.
- Require states to include all transportation modes where applicable in their long-range planning process.
- States are grouped into regions and the states in each region identify projects that have multi-state impacts. Each region also works to ensure consistency and interconnectivity between transportation projects and strategies.
- Representatives from each region and the Secretary of Transportation use the work done on the state and regional level to create a National Strategic Transportation Plan.